

RCRA Compliance Evaluation Inspection

IMS Environmental Services Inc./HEPACO

1301 Marsh St.
Norfolk, VA 23523

RCRA Identification No. VAD041447111

Transporter
SIC Code: 4212

Date of Inspection: May 12, 2009

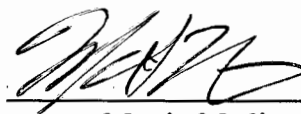
EPA Representatives: Martin Matlin, Environmental Scientist
RCRA Compliance & Enforcement Branch
(215) 814-5789

Jan Szaro, Environmental Engineer
RCRA Compliance & Enforcement Branch
(215) 814-3421

State Representative: Lisa Silvia, Waste Inspector Senior II
VADEQ, Tidewater Regional Office
(757) 518-2175

Facility Representatives: Robert May, Vice President
(757) 436-3000

Douglas Macnab, Project Manager



Martin Matlin
June, 2009

Table of Contents

<u>Section</u>	<u>Page</u>
1.0 Introduction	3
2.0 Facility Background Information	3
2.1 Description of Facility	3
2.2 Permit Status	4
2.3 Process Description	4
3.0 Hazardous and Non-Hazardous Waste Generation	5
4.0 Hazardous Waste Storage	5
5.0 Inspection Observations	5
5.1 Tanker Truck Lot	5
5.2 Tank Farm	6
5.3 Garage	6
5.4 Drum/Roll-off Storage Area	6
5.5 Wastewater Treatment	7
5.6 Solidification ("Sludge") Pits	7
5.7 Conex Box Transfer Site	7
5.8 Laboratory	8
6.0 Records Review	8
6.1 Manifests and LDR Forms	8
6.2 Hazardous Materials/Waste Logs	8
6.3 Waste Analyses	9
7.0 Attachments	9

1.0 Introduction

On May 12, 2009, the United States Environmental Protection Agency, Region III, Land and Chemicals Division, Office of Land Enforcement Branch (EPA) conducted an unannounced Compliance Evaluation Inspection (CEI) under the Resource Conservation and Recovery Act (RCRA), as amended, 42 U.S.C. Sections 6901 et seq. of IMS Environmental Services Inc./HEPACO (IMS or "the facility"). EPA representatives Martin Matlin and Jan Szaro were accompanied by Virginia Department of Environmental Quality (VADEQ) representative Lisa Silvia. The facility was represented by Robert May, Vice President; and Douglas Macnab, Project Manager.

The inspection team entered the facility at 9:20 a.m. After presenting credentials to Andrea Riebel, Administrator, the inspection team was asked to wait while Mr. May was contacted offsite. He was reached on the telephone by Ms. Riebel and the call was transferred to Ms. Silvia. Apparently he and several of his employees were involved in an EPA-sponsored spill response exercise that morning. Ms. Silvia explained to Mr. May that an EPA team was present at the Norfolk facility with the intention of conducting a RCRA inspection. About 25 minutes later, Mr. May appeared at the Norfolk facility and expressed his concern that he was taken away from an EPA-sponsored event to deal with an EPA-led inspection, and would have to accompany us on the CEI without several of his employees who were presently involved with the spill response exercise. Mr. Matlin presented his credentials, noted Mr. May's concern, then explained the purpose of the RCRA Subtitle C inspection to be conducted at IMS. Mr. Macnab arrived at approximately 9:55 a.m. and joined the group in Mr. May's office.

The inspection included an evaluation of the facility's processes and its compliance with RCRA and the federally authorized Virginia Hazardous Waste Management Regulations. All information included in this report is the result of statements by the facility representative, materials shown to the inspectors by the facility representative and/or documents provided by the facility representative to the inspectors at the time of the inspection. In addition, information gathered prior to the inspection from a review of EPA and State records may be included in this report.

2.0 Facility Background Information

2.1 Description of Facility

This IMS facility is located on Marsh Street in Norfolk, VA. According to Mr. Mays there are three other IMS Virginia offices: in Chesapeake, Richmond and Fredericksburg. The facility was established at this site in 1964. Prior to purchase by IMS the property was used by a meat packing/cold storage facility. As of March 2005 the facility has been operating as a subsidiary of HEPACO. There are approximately 60 employees at this site, working one shift per day. Most of the operations occur off-site, such as for tank cleaning, remediation, emergency response and waste transport.

The facility includes 16 aboveground storage tanks (ASTs), some involved in phase separation, some for storage prior to shipment offsite, and some containing virgin diesel for onsite fuel use. According to Mr. May, all USTs at the facility were removed during the 1990s.

2.2 Permit Status

IMS retains a permit for Hazardous Waste Transport which was reissued by the Commonwealth of Virginia on October 7, 2005 (to account for the sale to HEPACO), and due to expire November 9, 2011 (see Attachment #1). The facility does not have an Air permit but has been issued a Pretreatment Permit from the Hampton Roads Sanitation District (HRSD).

2.3 Process Description

Activities conducted by the facility include: 1) Emergency Response – primarily spill clean-up of petroleum/oil/lubricants (POL) along with some hazardous waste; 2) Remediation – mostly involving fuel and heating oil in soil, some groundwater, occasionally solvent-related; involves excavation, pump & treat, etc., and sometimes done in conjunction with the Virginia UST/LUST State Cleanup Fund; 3) Tank Cleaning – mostly Naval vessels' oil/bilge tanks and sanitation tanks; some large industrial ASTs containing caustic; 4) Transport and Disposal – comprises a fraction of the facility's services, according to Mr. May.

POL waste brought onsite is first screened in a small onsite lab to make sure there are no parameters present which might interfere with the facility's pretreatment permit. The waste then goes through phase separation in an oil/water separator and in tanks, with the solids pumped to one of two sludge pits. Tank rinse waste trucks may pump directly to the pits. Oils are drawn from the pits back into tanks; solids are mixed with peanut shells and placed into a roll-off for disposal in a Subtitle D landfill. Annual samples are analyzed for this solid waste stream. The water separated in the process goes through an onsite pretreatment system, then is discharged through the sewer to Hampton Roads Sanitation District. This waste water is sampled monthly by IMS. Recovered oil is sold to buyers for recycling.

Shipyard waste may be treated offsite or brought back for treatment. Non-POL waste is usually transported directly to other disposal sites from the generating facility. Gasoline-related waste is transferred to a refinery in Indiana. Mr. May estimates that IMS deals with approximately 5% hazardous waste, and the rest is primarily POL waste. Many of the facility's hazardous waste transports involve a standing contract with all Wawa stores in Virginia (around 57 facilities). Whenever a gas or oil spill occurs, a Wawa employee will typically clean the spill area with oil-dry and place the spill waste into a 30-gallon drum, classifying it as D001 hazardous waste. The Wawa employee then calls IMS to pick up the drum as soon as possible (typically picked up within a day). Wawa wastes may also include other chemical spill clean-ups and liquid wastes/water which may have infiltrated UST sumps. Other hazardous waste transport clients have included the cities of Chesapeake and Virginia Beach, Veterans Administration Medical Center, PSC (used to be named Republic Environmental), and Virginia Department of

Transportation.

IMS also conducts miscellaneous activities such as cleaning parking lots and industrial coolers, Americans with Disabilities Act compliance work, storm water Best Management Practices, and both writing and managing other facilities' SPCC plans.

3.0 Hazardous and Non-Hazardous Waste Generation

According to Mr. May no hazardous waste is generated onsite. The following waste streams are classified as non-hazardous according to the facility:

- **Used oil:** generated from onsite vehicles/equipment, removed by Safety Kleen (which also cleans out the facility's tank bottoms and oil/water separator).
- **Universal Waste:** some used fluorescent bulbs generated onsite, most have been transported from clients such as the City of Chesapeake. Stored onsite and taken to AERC in Ashland, VA as Universal Waste. Used batteries picked up from clients and any electronics waste goes to AERC as well.
- **Parts washer:** one parts washer is present in the facility's garage and maintained by Safety Kleen. Believed to contain non-hazardous solvent.
- **Aerosol cans:** according to Mr. May, none are generated onsite.

4.0 Hazardous Waste Storage

The facility maintains one transfer storage area in the form of a "Conex box" metal cargo container.

5.0 Inspection Observations

A tour of the facility began at 10:45 am and resulted in the following observations:

5.1 Tanker Truck Lot

At the time of the inspection there were approximately seven tank trailers and four "frac" tanks present in the lot next to the facility's oil/water separator. Mr. May stated this was more tankers than usual, although some of the frac tanks were permanently parked in this lot by their contracted companies. One of the frac tanks was being cleaned during the inspection, with the rinse water directed to a small vac truck. This vac truck is also used to transfer liquid from the sludge pits.

Between two of the frac tanks a 55-gallon drum was found which had an old non-

hazardous waste label mostly torn off (see Attachment #2, Photographic Log, photograph 6). A facility representative stated it contained a gasoline-water mix and was received the previous week. It would eventually be pumped into either tanker truck #31 or #37, the "Gassy Water Trailers" (photos 1, 2 & 7) with the separated water drawn through a portable air stripper device next to tanker #31 (photos 8 & 9). It was noted that this stripper did not have any kind of filter or emission control, but vented the stripped VOCs straight to atmosphere. After cycling through the stripper, this type of liquid waste is pumped to one of the ASTs in the tank farm, then to the facility's waste water treatment system.

In the front part of this lot next to the access road, a diesel fuel dispenser was found which had underground piping leading under the lot to one of the ASTs on the other side (photos 3, 4, & 5). Mr. May was unsure of the exact length of this piping, but confirmed that there was no release detection system associated with it. He also stated that the area of the dispenser is where the facility's USTs had been located prior to removal in the 1990s.

5.2 Tank Farm

Oily waste is typically pumped into the partially submerged separator next to the tank farm (photos 10 & 11), then to one of three "slop" ASTs in the tank farm. The tank farm consists of 16 single-walled steel tanks (most with a capacity of 25,000-gallons) seated on a gravel/soil base (photo 12). Most were built in 1968, although two smaller tanks ("D4" & "D2") were installed in 1972 and 1980 and are used to store virgin diesel fuel. A dug-out soil sump in the rear of the tank farm connects to a type of PVC-pipe "French drain" system running underneath the tank farm perimeter (photos 13 & 14). At the time of the inspection, standing water was present in this sump.

5.3 Garage

One parts washer sink was found in the facility's vehicle garage with an open lid at the time of inspection. A Safety Kleen label on the lid described it as "aqueous parts cleaner" and the facility representative stated it was non-hazardous (photos 15 & 16).

5.4 Drum/Roll-off Storage Area

Behind the wastewater treatment system the facility maintains a partially-leased storage area. At the time of the inspection eighteen 55-gallon drums were found, two 30-gallon drums and several cubic-yard plastic totes (photos 17 & 18). Most of the drums were labeled as non-hazardous and at least one was a raw material drum for the facility (emulsifier). Several contained mineral oil from transformers that were waiting on PCB analysis. Mr. May states that if the results are low enough it can be resold.

Two open roll-off containers were also found in this area. One was filled with used hoses and the other contained spill materials, oily rags, absorbents, ½-gallon plastic oil containers, and

piles of what appeared to be an asphalt-like substance, which Mr. May described as gravel cleaned from an oil/water separator (photo 20). One side of this roll-off was raised on blocks and liquid was dripping into an open metal pan beneath (photo 21). The pan was about 1/3 full at the time of the inspection. Mr. May stated that typically the roll-off container would remain onsite, with the waste scooped out with a backhoe for disposal, and the liquid from the drip pan brought back to the oil/water separator next to the tank farm.

5.5 Wastewater Treatment

Waste water first enters a surge tank located behind the main facility building, then to a trailer where the treatment tanks are located. In the first tank, pH is adjusted with soda ash and flocculent is added. Settling then occurs in one of two other plastic tanks. From these tanks, the wastewater is pumped through filter paper, a carbon stripper vessel to batch tanks, through a clay filter and a carbon filter, then to the sewer. Samples for the pretreatment permit are taken at the street, after sanitary combines with the waste stream. Used filter paper from this process is placed into a roll-off to be disposed of as non-hazardous.

A wash rack is present near the treatment trailer for cleaning facility equipment. Rinse water from this process is directed back to the treatment head works.

5.6 Solidification ("Sludge") Pits

Two 10,000-gallon open sludge pits are located near the treatment trailer, constructed of pre-cast eight-inch concrete with steel liners and welded seams, according to the facility representative (photos 22 & 23). Both were installed in July 2008. After oily sludge is added to the pits, separated oil is skimmed off the top, then peanut shells are added to thicken the sludge until it passes the "paint filter test," after which point it is placed in a roll-off for disposal as residual waste. At the time of the inspection, one of the pits was full and the other was partially full. Next to the pits one roll-off was found with a pile of shell/oil mix inside (photo 24). The roll-off was open and unlabeled.

5.7 Conex Box Transfer Site

The facility's transporter transfer storage area consists of a Conex box, listed at 1,165 ft³ capacity and labeled on one door as "Hazard Storage Area" (photos 39 & 40). Several 55-gallon drums were found inside, most labeled as non-hazardous or appearing to contain raw materials. Mr. May confirmed that most of the drums toward the rear contained raw materials used in the facility, stored in this box for safety reasons. One 30-gallon metal drum was found in the front and labeled as hazardous waste, although the label looked old and Mr. May was unsure if it accurately described the contents (photos 25 & 26).

At least two red bags and three cardboard boxes were also found inside, labeled as containing bio-hazard material (photos 27, 36, 37, and 38). About 20 unlabeled,

uncontainerized, used fluorescent bulbs were also found inside and the bulb models were recorded by the inspectors (photos 27-30).

Among the 55-gallon drums present in the box included one open blue drum containing what appeared to be oxygen tanks, one black plastic drum with a torn "Corrosive" label (photo 33), one with an intact "Corrosive" label and also marked as "PH=12 50 GAL," one black plastic drum labeled as caustic soda (photo 34), one white plastic drum labeled as "Express" and "corrosive material" (photos 31 & 32), and one black metal drum labeled as non-hazardous "Batteries." Several one-gallon containers were also found, labeled as Castleguard "High Solids Metal Interlock Finish," as well as one open 80-liter tote with four other containers inside: a 5-gallon container labeled "Gear Oil;" a 5-gallon unlabeled container about half-full with an oily-looking substance; and two one-gallon containers, one labeled as antifreeze, the other unlabeled (photo 35).

5.8 Laboratory

The facility's laboratory is located in a stand-alone trailer near the tank farm. It is primarily used to screen incoming liquid wastes for metals content, to ensure they are compatible with the treatment system and won't cause noncompliance with the facility's pretreatment permit. The lab is also used to pre-screen the sewer discharge to maintain compliance with local limits. Mr. May stated that a small amount of hazardous reagents – about one 5-gallon bucket's worth per year – is generated and transported to Cycle Chem for disposal, along with any expired lab chemicals. According to Mr. May, no hazardous waste was being accumulated in the lab at the time of the inspection.

6.0 Records Review

6.1 Manifests and LDR Forms

Manifests and LDR forms from 2007 through 2009 were reviewed. LDR forms were not found for five manifests numbered 172526, 172529, 172499, 172524, and 172498.

6.2 Hazardous Materials/Waste Logs

The facility maintains "Hazardous Materials/Waste Logs" which record project number, client name, manifest number, material, number and type of containers, date material arrived, must ship by date, and date shipped offsite for shipments transported by IMS (see Attachment #3). The waste log for manifest 172486 described a 30-pound drum of batteries (D002/D008). This shipment was received by IMS on 9/17/08 and was not shipped offsite until 9/28/08. Mr. May said the generator was Pep Boys and that the intended TSD, Cycle Chem, would not accept it without a new waste profile. It sat onsite at IMS until the profile was approved by Cycle Chem.

6.3 Waste Analyses

An analytical report dated 9/10/08 by TestAmerica was found for material sampled from the roll-off at the sludge pits, containing the peanut shell/oily waste material. It included analyses for toxicity, TPH, PCBs, reactivity, cyanide, and sulfide.

A waste profile date August 2008 also included analysis of this waste, including a full TCLP analysis, oil & grease and paint filter tests. None of the resulting levels appeared to exceed the RCRA hazardous limits.

A similar report dated 6/20/07 by STL North Canton was found which included an assessment of TCLP metals, as well as a report dated 4/26/06 with a full TCLP screen, none of which appeared to exceed the RCRA hazardous limits. See Attachment #4 for excerpts from these reports.

7.0 Attachments

1. Transporter Permit
2. Photographic log
3. Hazardous Materials/Waste Logs
4. Waste Analyses

Attachment #1



COMMONWEALTH of VIRGINIA

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

DEPARTMENT OF ENVIRONMENTAL QUALITY
Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P. O. Box 10009, Richmond, Virginia 23240
Fax (804) 698-4500 TDD (804) 698-4021
www.deq.virginia.gov

Robert G. Burnley
Director

(804) 698-4000
1-800-592-5482

REVOKED/REISSUED HAZARDOUS WASTE TRANSPORTER PERMIT

IMS Environmental Services, Inc. is hereby granted permission to operate as a hazardous waste transporter in accordance with the provisions of Chapter 14, Section 10.1-1426 of the 1950 Code of Virginia, as amended, and 9 VAC 20-60-450 of the Virginia Hazardous Waste Management Regulations (VHWMR) as codified in Title 9 of the Virginia Administrative Code.

The transporter of hazardous wastes must meet all provisions of Part VII of the VHWMR.

The term of the transporter permit shall be ten (10) years from the effective date, unless terminated earlier in accordance with 9 VAC 20-60-450 of the VHWMR as codified in Title 9 of the Virginia Administrative Code.

IMS Environmental Services, Inc. has been assigned the control numbers shown below which must appear on all correspondence related to the transport of hazardous waste, all manifests and all documents related to the reporting of a spill or accident. These numbers may not be transferred without the approval of the Director of the Department of Environmental Quality.

EPA ID Number:	<u>VAD041447111</u>
Virginia Hazardous Waste Transporter Permit Number:	<u>VAD0414471115</u>
Date of Issue:	<u>November 9, 2001</u>
Date of Revoke/Reissue:	<u>August 7, 2002</u>
Date of Revoke/Reissue:	<u>October 7, 2005</u>
Date of Expiration:	<u>November 9, 2011</u>

A handwritten signature in cursive script, appearing to read "Robert G. Burnley".
Robert G. Burnley
Director

Attachment #2

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09

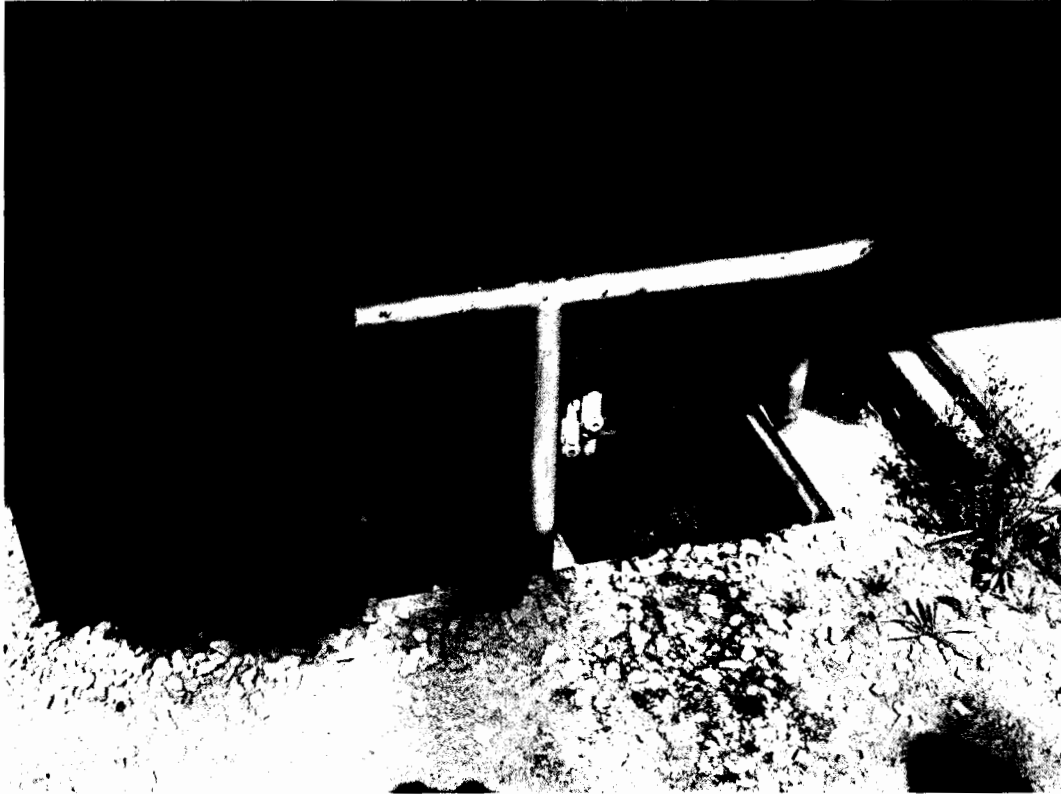


1) Tank Trucks T-36 & T-37 in the parking lot

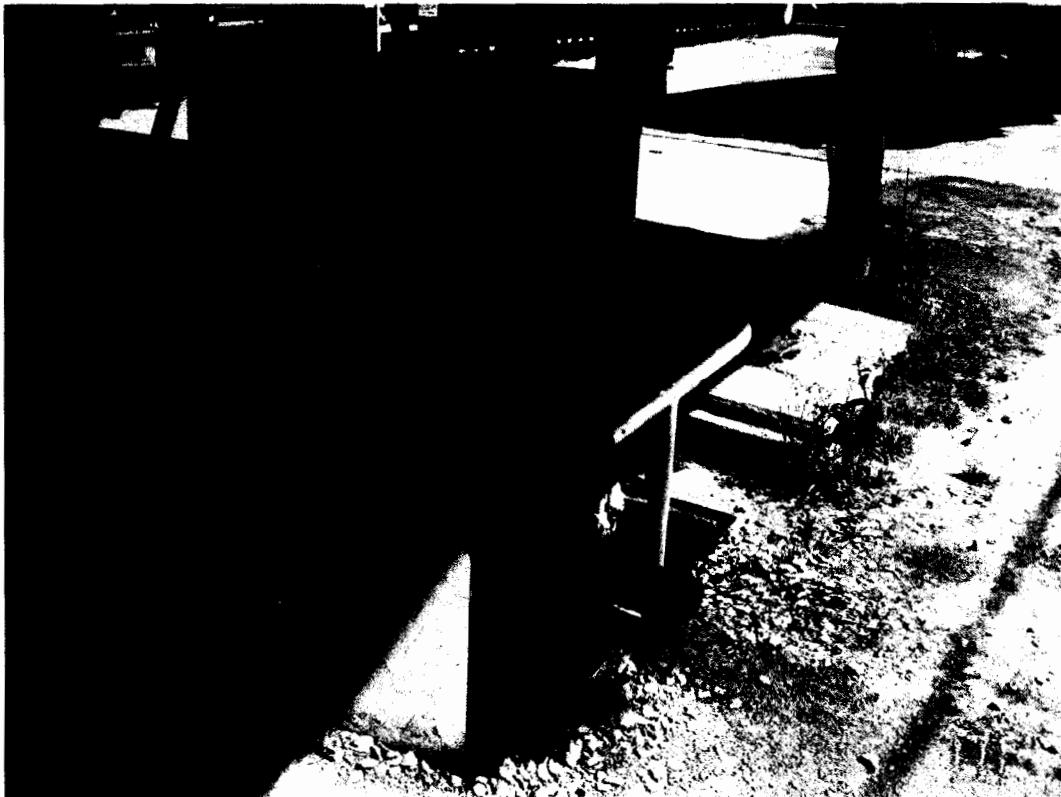


2) T37 tank truck with UN1270 (Petroleum Oil) DOT placarding

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



3) Piping that is part of the Diesel UST system



4) Diesel dispenser

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09

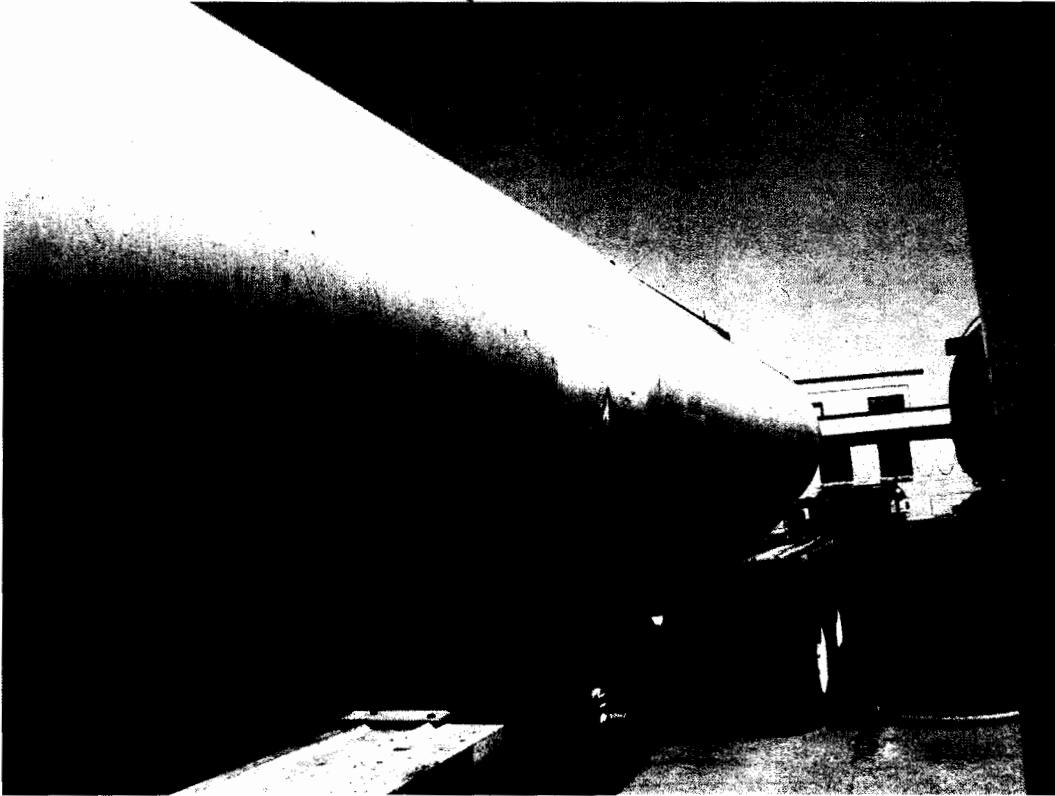


5) Close up of the diesel piping



6) Container of Gas/Water said to be from an Exxon job site

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



7) T-31 tank truck with UN1203 (Gasoline) DOT placarding

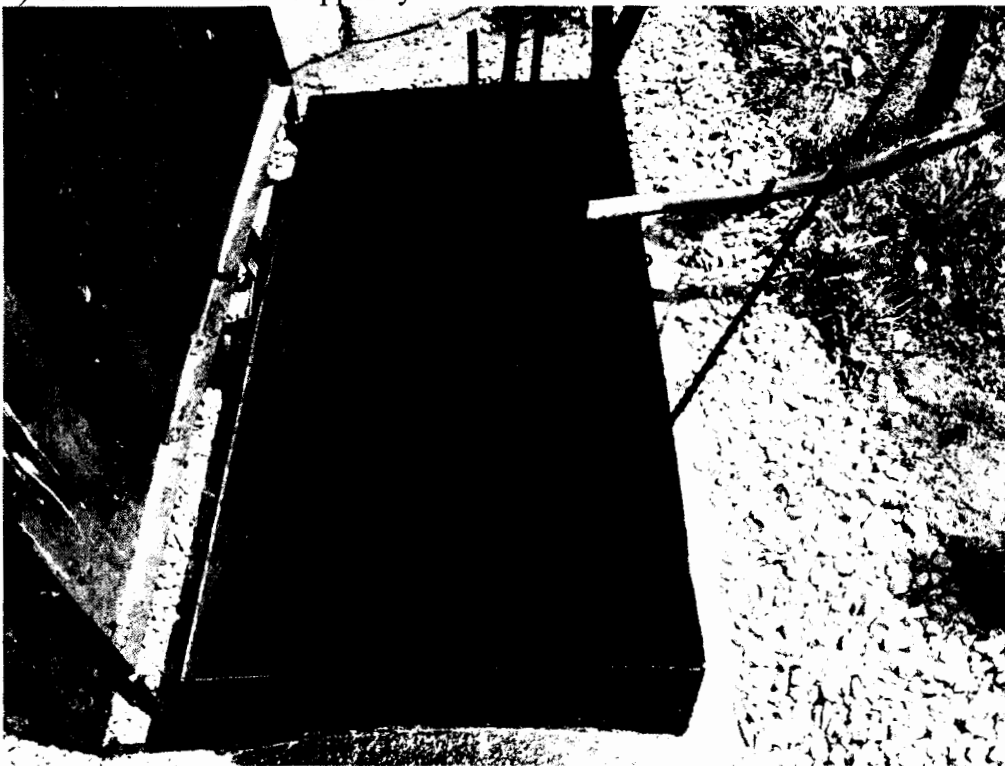


8) Air stripper system

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



9) Second shot of air stripper system



10) Input of Oil/Water separator

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09

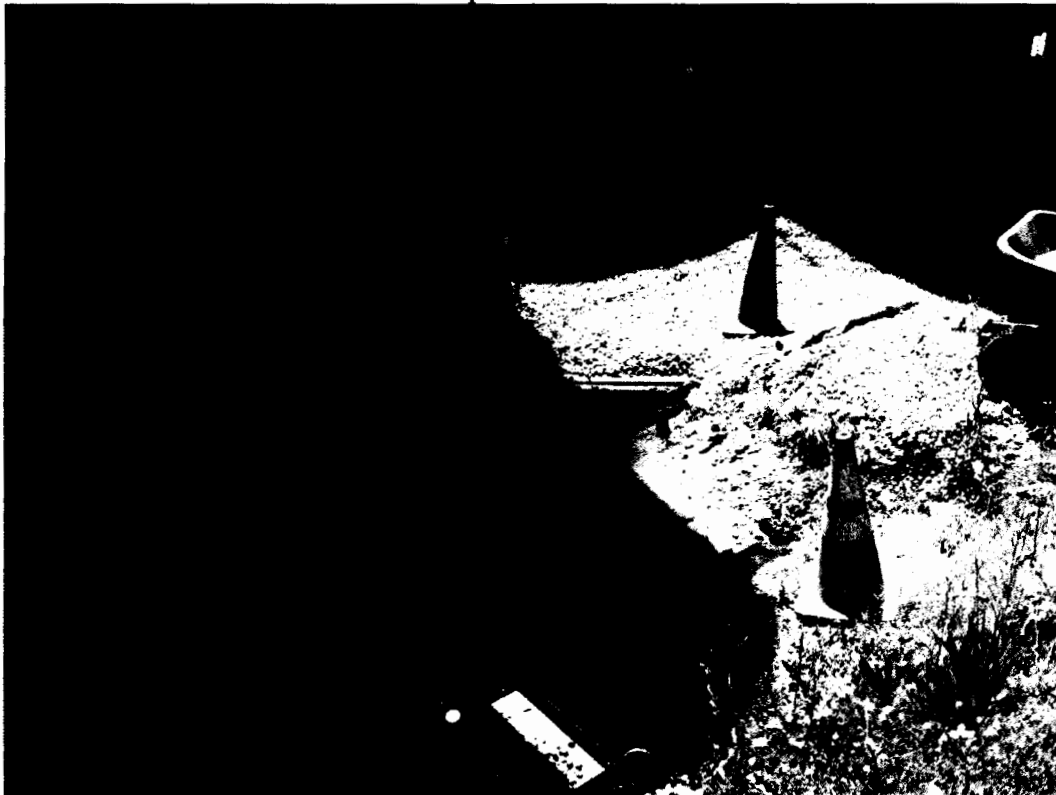


11) Overall view of Oil/Water separator



12) Part of the AST farm (Oil/Water separator visible at front)

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



13) Sump at the rear corner of the tank farm

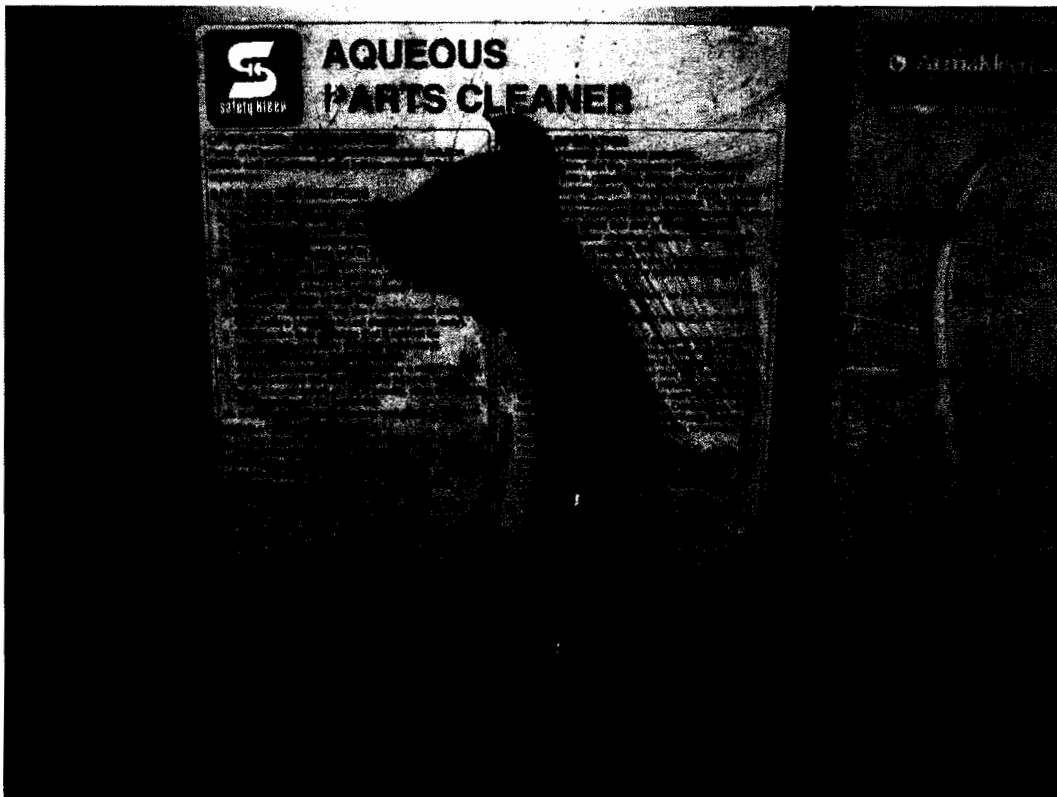


14) Sump from Photo 13, acts as French drain for the tank farm enclosure

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



15) Safety Kleen parts cleaner in Maintenance Shop



16) Aqueous parts cleaner label on the inside corner of the parts cleaner

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09

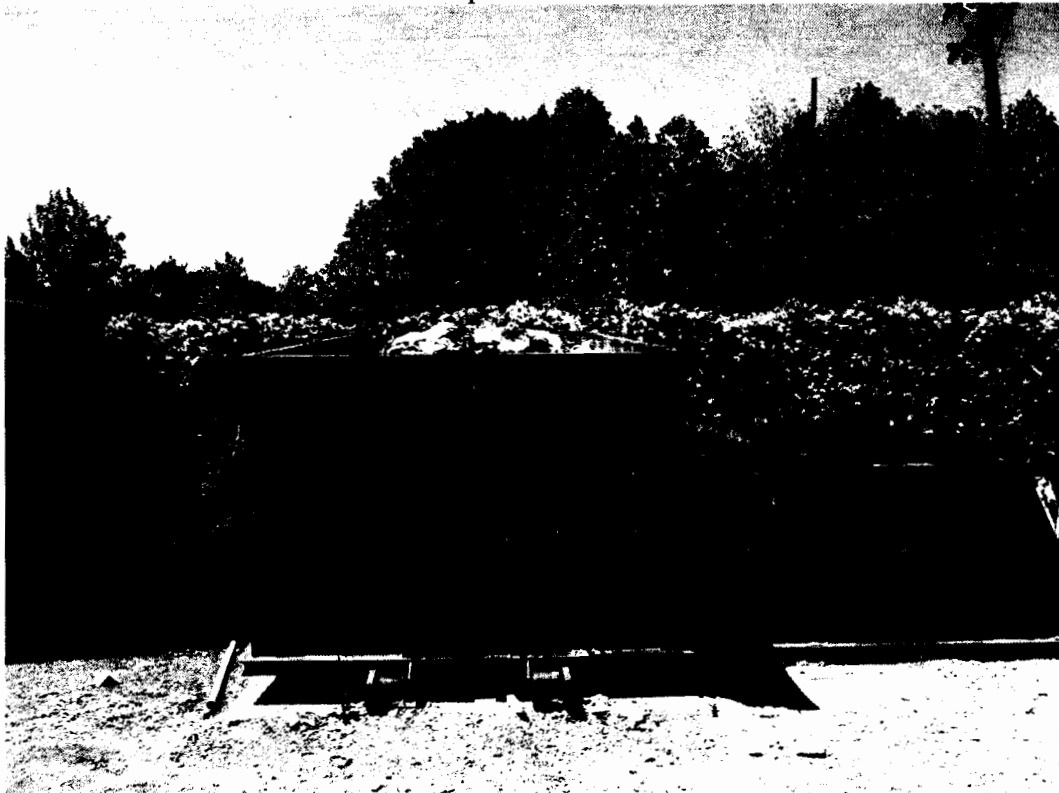


17) Totes stated to contain transformer oil from a Dominion Power facility in rear storage area

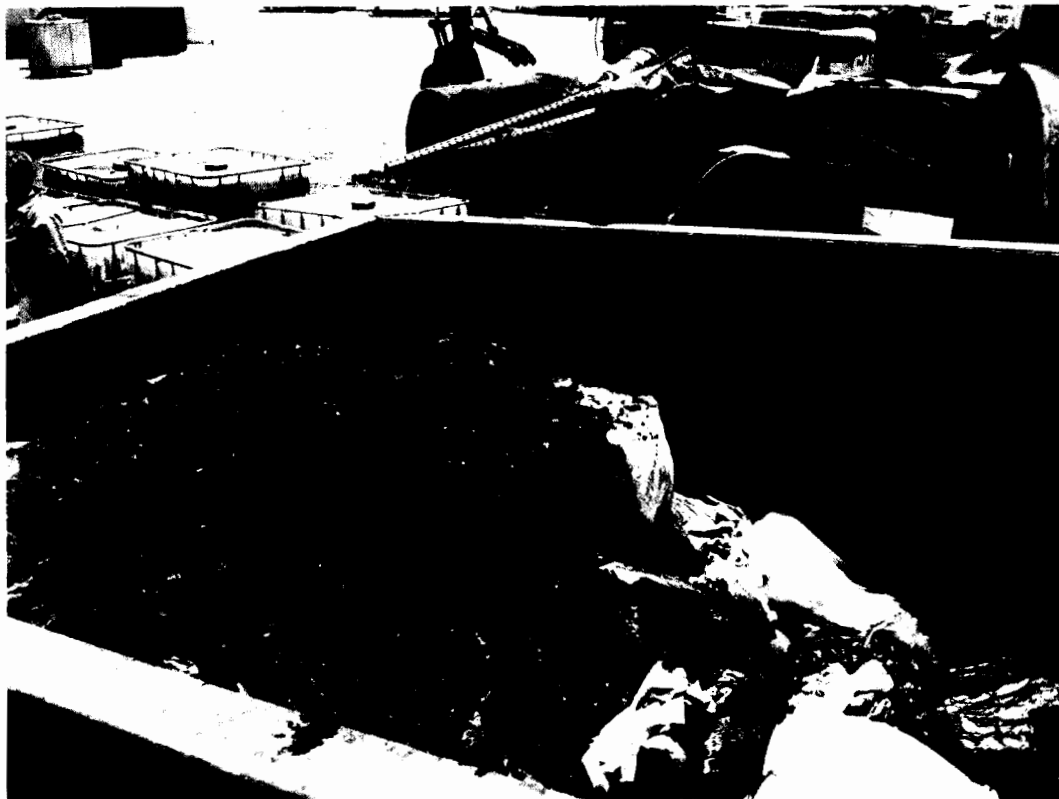


18) Overview of the containers labeled Non-Hazardous and "Oily Water" or "Oil Dry"

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



19) Roll off container in leased storage part of facility



20) Contents of the roll off from Photo 19

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09

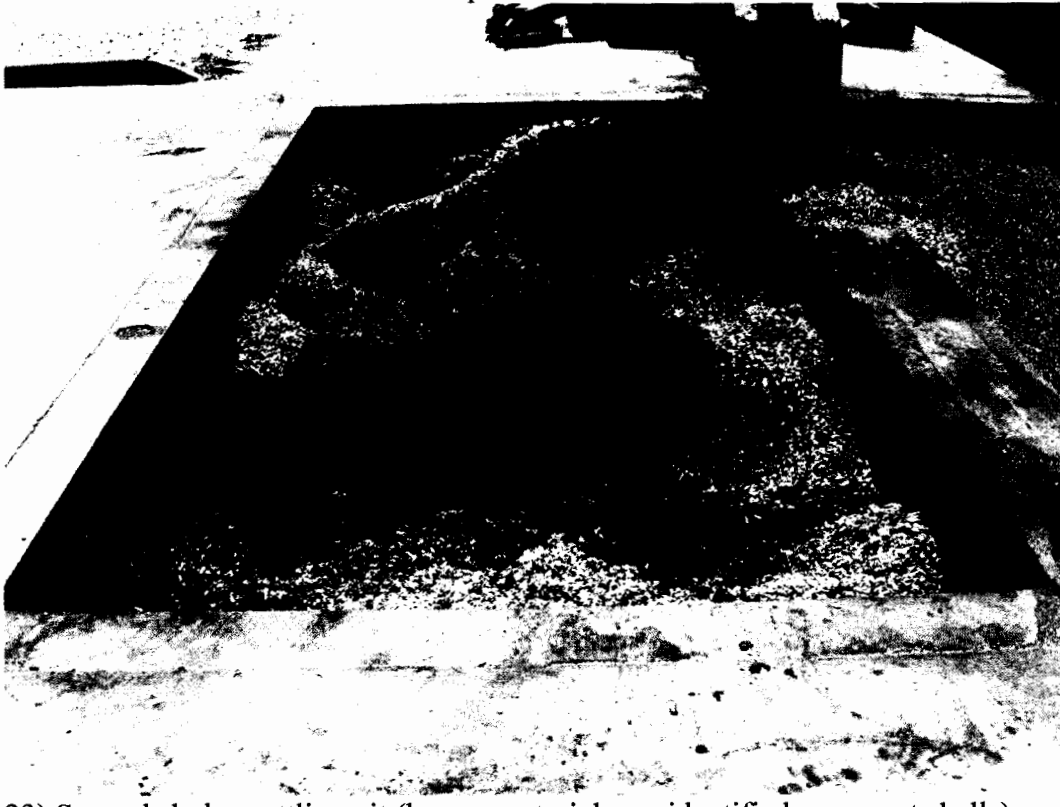


21) Drip pan under the elevated end of the roll off from Photo 19



22) One of the two 10,000 gallon sludge settling pits

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



23) Second sludge settling pit (brown material was identified as peanut shells)

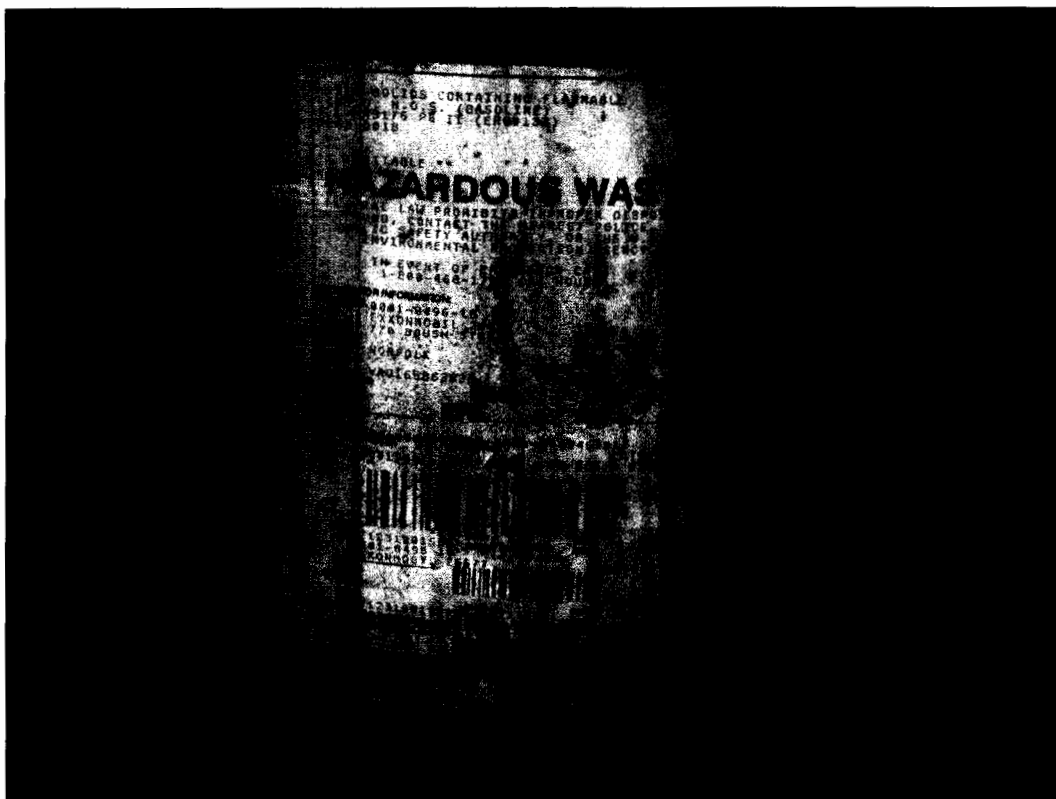


24) Contents of roll off box next to the sludge settling pits

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



25) Container labeled Hazardous Waste in the Conex Transfer Station

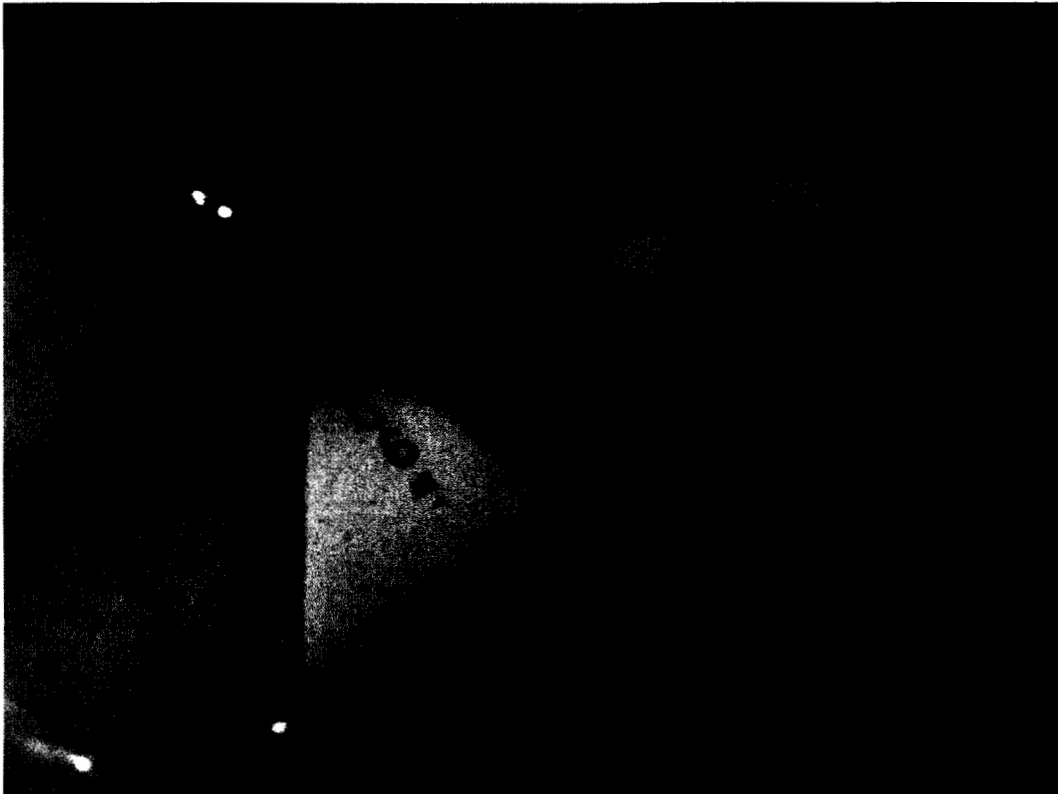


26) Close up of the label on the container from Photo 25

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09

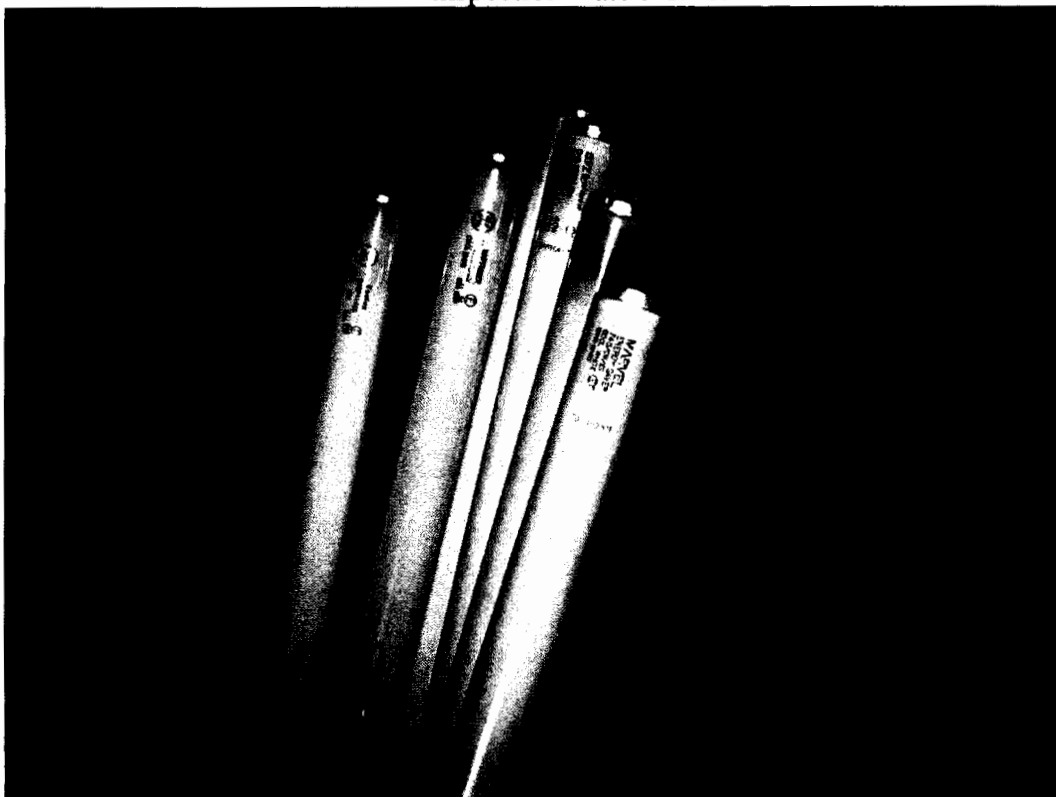


27) Collection of fluorescent lamps in one area of the Conex



28) Close up of one of the lamps from Photo 27

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



29) Second collection area of fluorescent lamps in the Conex

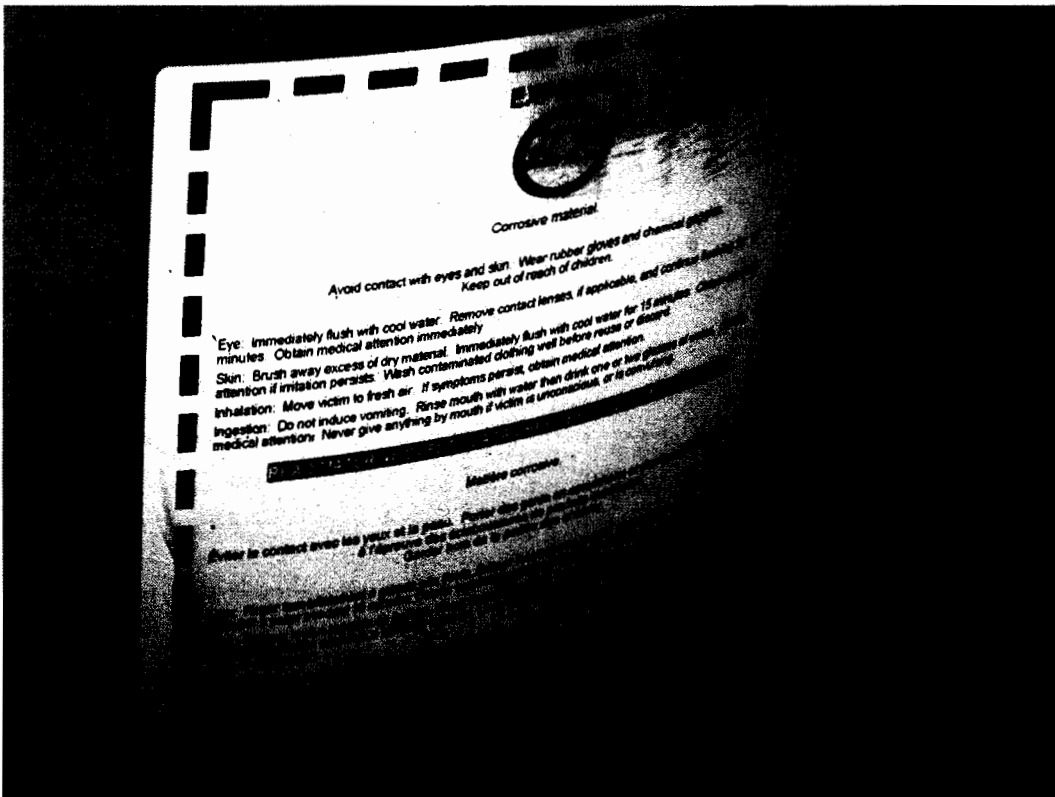


30) Close up of the markings on the lamps from Photo 29

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



31) Three containers in the Conex that were observed with Corrosive labels



32) Close up of the Canadian Corrosive label from Photo 31

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



33) Additional black container with portion of a Corrosive label



34) Black container with cardboard container on it as seen in rear left of Photo 31 --
Label reads 25% Caustic Soda

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



35) Five gallon container marked as Gear Oil



36) Two cardboard containers labeled Biohazard, Regulated Medical Waste

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



37) Red bags of medical waste and a third Biohazard container



38) Close up of the red medical waste bags

Photographic Log
IMS Environmental Services/HEPACO VAD041447111
Inspection Date 5/12/09



39) Overview of the contents of the Transfer Station



40) Signage on the door of the Transfer Station